

CLASSIFICATION: 25X1A 25X1
COUNTRY: East Germany
Approved For Release 2004/07/08 : CIA-RDP80-00810A001100830005-3
TOPIC: Neubrandenburg-Trollenhagen Airfield

EVALUATION: 25X1 PLACE OBTAINED: 25X1

DATE OF CONTENT: 17 February to 13 March 1953

DATE OBTAINED: 25X1 DATE PREPARED: 15 April 1953

REFERENCES:

PAGES: 3 ENCLOSURES (NO. & TYPE):

REMARKS:

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The following air activity was observed at Neubrandenburg-Trollenhagen airfield between 17 February and 7 March 1953:

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17 February. Between 9:30 a.m. and noon, there was air activity by planes. Four MiG-15s were parked in the southern section of the field near the hangars.

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18 February. Between 10 a.m. and 3 p.m., taking off and landing was practiced.

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20 February. There was air activity in the morning.

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24 February. There was air activity in the morning.

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26 February. Between 2 and 3 p.m., two MiG-15s were observed aloft. The weather was bad.

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27 February. Between 10 a.m. and 2:30 p.m., local flying was practiced.

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28 February. Between 10 a.m. and 2:30 p.m., there was air activity. Eleven MiG-15s were parked side-by-side in the eastern section of the field and 6 MiG-15s were observed in the area of the hangars.

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2 March. Between 9:30 a.m. and 3 p.m., flying was practiced.

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A plane towed a sleeve target, but no planes approached the target.

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3 March. Night flying was observed after 7:30 p.m.

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5 March. An Li-2 plane and a biplane landed at the field at 10:40 a.m. The two planes took off again after 10 minutes. Throughout the day, there was air activity.

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25X1 [] Plane [] towed an air sleeve. Between 7:30 and 11 p.m., there
 25X1 was night flying by two planes which took off and landed in rapid succession.

7 March. At noon, local flights were made. There was dull weather. Night flights were made between 8 p.m. and 2 a.m. ¹

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2. On 28 February, two wooden cabins, each about 2 meters square, and a mast 5 to 6 meters high were observed on the eastern edge of the runway. The mast terminated in a ball. At the top of the mast was fitted a frame on which no details could be observed. ²

3. In the afternoon of 15 February, air activity was conducted by swept-back jet fighters. Between 24 February and 3 March, source observed from his place of work rather far from the field that air activity was conducted almost every day. On 12 and 13 March, flying was practiced at night. A biplane was occasionally observed. ¹

4. Two bright lamps fitted on poles about 6.5 meters high were observed about 500 meters east of the Neverin-Ihlenfeld road, in line with the branch road to Glocksia. Not far from the lamps there was a low wooden building which was lighted. []

5. The following air activity was observed at the field between 19 February and 8 March:

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19 February. During the morning, local and formation flying was conducted. There was hazy weather.

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26 February. In the afternoon, local flights were made by MiG-15s and eight MiG-15s were parked at the field.

27 February. Between 1 and 5 p.m., swept-back jet fighters practiced flying individually and in formations of up to seven planes.

28 February. Between noon and 4 p.m., there was the same air activity as on 27 February.

3 March. Intensive night flying was observed after 7:30 p.m.

5 March. Throughout the day, there was air activity by individual planes and formation flying. One plane towed a sleeve target. []

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[] A biplane landed at 1:30 p.m.

Night flights were made between 7 and 11 p.m.

7 March. After 7 p.m., night flights were made, while a rotary searchlight was in operation.

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8 March. Between 9 a.m. and 2 p.m., there was air activity by MiG-15s, some of which flew at high altitudes while vapor trails were visible. There was sunny and fair weather. []

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- 25X1 6. In the second half of February, [] a radio installation in the southeastern corner of the field. The radio installation consisted of two wooden sheds and a mast, 6 to 7 meters high, with a frame on top. The mast was located between the two sheds. ² Another radio installation was located at the road to Glocksins. A third radio installation consisting of two masts and a radio truck was located near Luisenhof. The masts which had about four times the height of the radio truck were braced at four points. One mast was slightly lower than the other one. The two masts were interconnected with a three-sectional antenna. An auxiliary line of heavy field cable extended to the field via the radio beacon. ³
- 25X1 7. [] the board fence between the buildings at the field and the village of Trollenhagen was not yet completed while no gaps were in the barbed wire fence around the other section of the field.
- 25X1A 1. [] Comment. Neubrandenburg airfield is occupied by a fighter regiment of the fighter division in Puetnitz.
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- 25X1 [] it can be assumed that the pertaining aircraft were transferred from Laerz to Puetnitz from where they were transferred to Neubrandenburg together with the fighter regiment previously located in Puetnitz.
- 25X1A 2. [] Comment. The type of the set has not been determined. It probably is a radar set of the Dumbo type.
- 25X1A 3. [] Comment. The radio installation on the road to Glocksins probably is the PKV-45 DF station and the installation near Luisenhof is a ground radio station east of the field.

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